

AUTO

Modeller

February 1981 Price 60p
Vol. 2 No.11

Incorporating

M radio control
MODEL CARS



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- Scratchbuilding the Jaguar XK120
- Scale drawings of the 'Frog-eye' Sprite



Model radio control CARS



The Group 12 car complete with Schkee bodyshell – a contribution from MRP also in the consortium.

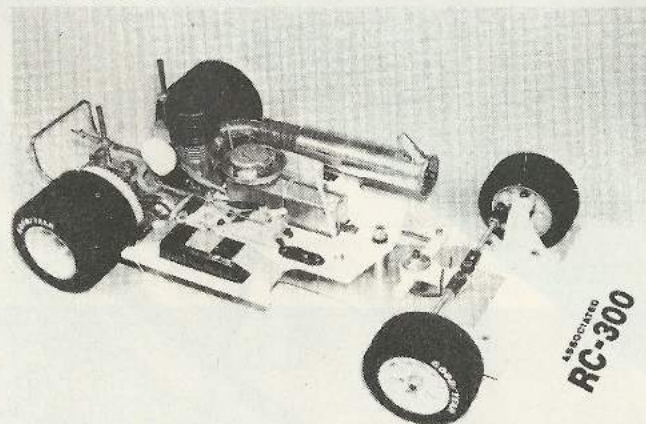
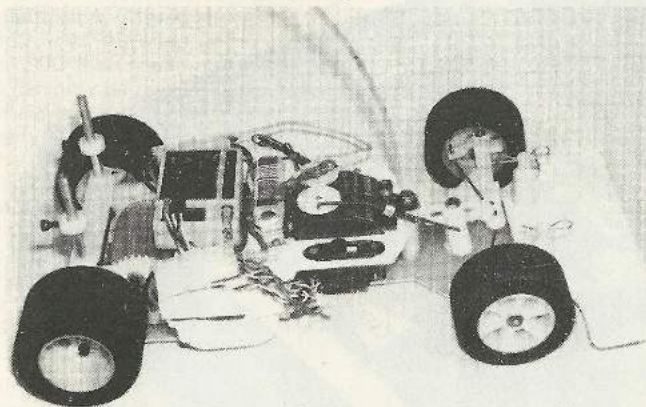
Club & Track Reviews
Starting a Club
Thorp Car, part 2
Group 12 – Everyman's Car
European Stock Car Champs
Shopping Around

ASSOCIATED

Most teams have one or two Super Drivers. We believe our cars handle so well it enables more drivers to become Super Drivers EASIER and QUICKER. JOIN THE SUPER DRIVERS.

RC12E 1/12 ELECTRIC

RC300 1/8 GAS



Western Regionals Thorpe Raceway, 200 entries Expert Stock Class	
1. Mike Lavacot	Associated
2. Curtis Husting	Associated
Expert Modified Class	
1. Bill Jianas	Associated
2. Mike Lavacot	Associated
3. Curtis Husting	Associated
Amateur Stock Class	
1. Derek Coopersmith	Associated
Amateur Modified Class	
1. Derek Coopersmith	Associated

WINTERNATIONALS ORLANDO, FLORIDA USA		
1. Rick Davis	Associated	USA
2. Mike Rowland	Associated	USA
3. Gene Husting	Associated	USA
4. Phil Greeno	PB	England
5. Bill Jianas	Associated	USA
6. Roger Curtis	Associated	USA
7. Arturo Carbonell	Delta	USA
8. Phil Booth	PB	England
9. Keith Plested	PB	England
10. Jack Jacobs	Associated	USA

WORLD CHAMPIONSHIPS GENEVA, SWITZERLAND		
1. Phil Booth	PB	England
2. Bill Jianas	Associated	USA
3. Chuck Phelps	Associated	USA
4. Fujio Sasuga	AAT	Japan
5. Naoki Ishihara	Road Ace	Japan
6. Rick Davis	Associated	USA
7. Jeff Rod	Associated	USA
8. Ronnie Ton	Serpent	Holland
9. Dave Martin	PB	England
10. Curtis Husting	Associated	USA



Birmingham
1/12 International race

BIRMINGHAM 1/12 INTERNATIONAL RACE
198 ENTRIES!!!
9,000 SPECTATORS!!!
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Debbie Preston

WIESBADEN GRAND PRIX WIESBADEN, GERMANY		
1. Rick Davis	Associated	USA
2. Debbie Preston	Associated	England
3. Franz Groeschl	Scratch	Germany
4. Peter Bervoets	Serpent	Holland
5. Bob Errington	PB	England
6. Ronnie Ton	Serpent	Holland
7. Phil Greeno	PB	England
8. Curtis Husting	Associated	USA

At the WINTERNATIONALS race, BILL JIANAS qualified 1st with 32.8 laps, RICK DAVIS 2nd — 32.0 and JACK JACKOBS 3rd — 31.9. BILL JIANAS was in the lead at 65 laps when he lost a front tyre. At the WORLD'S CHAMPIONSHIPS, Ishihara from Japan qualified first, CURTIS HUSTING 2nd, JEFF ROLD 3rd, BILL JIANAS 5th and CHUCK PHELPS 6th. At 38 laps, CURTIS was leading with JIANAS 2nd and PHELPS 3rd. CURTIS's engine locked up, JIANAS's engine died twice and PHELPS ran out of fuel giving the lead to BOOTH. At WIESBADEN, CURTIS HUSTING was TOP QUALIFIER and the only car to turn 21 laps. JIANAS lowered the individual lap record to 14.0 seconds and DEBBIE PRESTON was TOP QUALIFIER from the Semi's.

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radio control

Editorial

Now It Can be Told ...

IN OUR LAST ISSUE I mentioned news of an important car manufacturer likely to be sponsoring events in this 1981 season. As of January 1st the name can be released as Porsche Cars Great Britain Ltd who will be sponsoring a series of four events, in conjunction with Dealer sponsors, for Sports/GT 1/8th scale cars. An overall Championship Trophy will be presented by the company at the final meeting with the series champion decided on a points score basis. The local dealer sponsoring individual meetings will provide an Open Winner's Award at each meeting. Finally there will be an award for the best turned out Porsche model car raced in the series.

Dates and venues, together with the individual sponsor, in each case are:

- Round 1:** Lilford Park — The Roger Clark East of England Round — May 4th;
- Round 2:** Tibshelf — The Gordon Lamb North Midlands Round — June 21st;
- Round 3:** Lampton Park — The Gordon Ramsay North of England Round — July 26th;
- Round 4:** Turbary Park — The Heddell & Deeks Southern England Round — September 20th (This is the final presentation round).

This marks a breakthrough in sponsorship support and comes from a company celebrated for its magnificent sports cars and sets a sporting seal of approval on the hobby at the highest level. We can all look forward to a fine racing series worthy of the name. Now is the time to seek British Radio Control Association membership and polish up your skills. Entries, by the way, will be limited in each round to one hundred cars.

Who will be driving what?

On the subject of sponsorship there is always another level to consider, that of model car manufacturers sponsoring individual drivers to race their cars. A fairly settled pattern has obtained over the past few seasons with a few ace drivers promoting the various brand cars, rather, in a small way, like Formula Grand Prix racing fullsize.

More recently there have been changes, notably the new partnership of Peter Bervoets and Ronnie Ton, the latter an ex-SG driver, with their own Serpent, and the establishment of the SG team as all-Italian under Franco Sabattini. Other old faithfuls include Bob Errington with PB plus Steve White and Paul Pagdin in the same stable. Phil Booth and

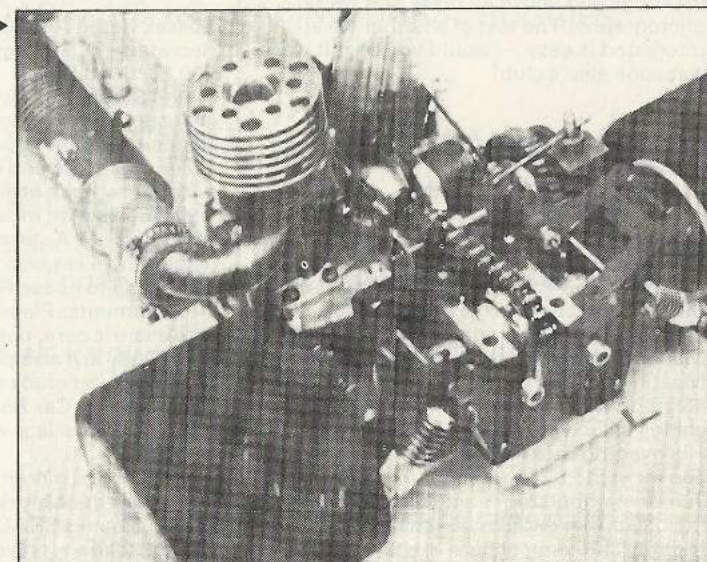
Dave Preston have again been PB plus some of their own one-off modifications; whilst Debbie Preston has been the Associated rep., together with Walt Bailey sometimes ... Minor makes like Minicars have had Mike Newman and other club level support.

Now it is rumoured there will be major changes with offers that "can't be refused" to provide a good deal more than technology and material support with a chance to try out pre production items that has been the customary level of sponsorship. It may all be influenced by that looming up World Championships in Indianapolis in July.

British 1/12th scale Nationals at Malvern

This event was fully subscribed and went off very well under the race directorship of Tony Stephenson and his South Birmingham clubmates plus the additional help that a national event entails. Profiting from the experience of the earlier meeting at the same venue some useful changes were made with more of the hall in use for the circuit stage used for pits with further pits in the dressing rooms etc under the stage, so that the absence of the very pleasant outdoor facilities were no handicap in the darker evening. Winner was Bill Maisey followed home by Neal Francis after a most exciting dice for the first half of the final with Neal in front until Bill slipped through. Phil Greeno was also prominent in third place.

Another one for the chain gang! This is the Pieter Bervoets/Ronnie Ron Serpent version of an independently sprung car complete with chain drive. Note coil springing — perhaps to be altered to torsion bars. The springs tend to "pop."



The Kindly Handicapper

BRCA Handicap Ratings are now to be assessed with a kinder eye. In the past a driver's rating could jump up astronomically in a single meeting where his sparkling performance was matched by a less than brilliant field and it too him three successive meetings of less able running to get it down by 5%. Now the Handicapper assesses on a basis of the three last meetings averaged. This means that one good effort is added to the two previous meetings which might have been less able and divided by three. For example let us say 45, 30, 30 then new handicap is 35%. A disastrous meeting follows and now last three meetings are 10, 45, 30 (the previous 30 being dropped) to produce a new figure of 28.3%, which is then dropped, as per rule, to nearest round 5% below to 25%. Under old ruling it would still have been 45%. Thank you handicapper.

The handicap position is somewhat startling. Jeff Lindstrom produced his computer sheet for the latest list: it stretched about seven feet long — certainly above head height on the wall! A computer would be an ideal acquisition for the Association but a sufficiently reliable one would cost many thousands, so it seems that time will have to be bought unless some generous computer proprietors care to sponsor handicaps!

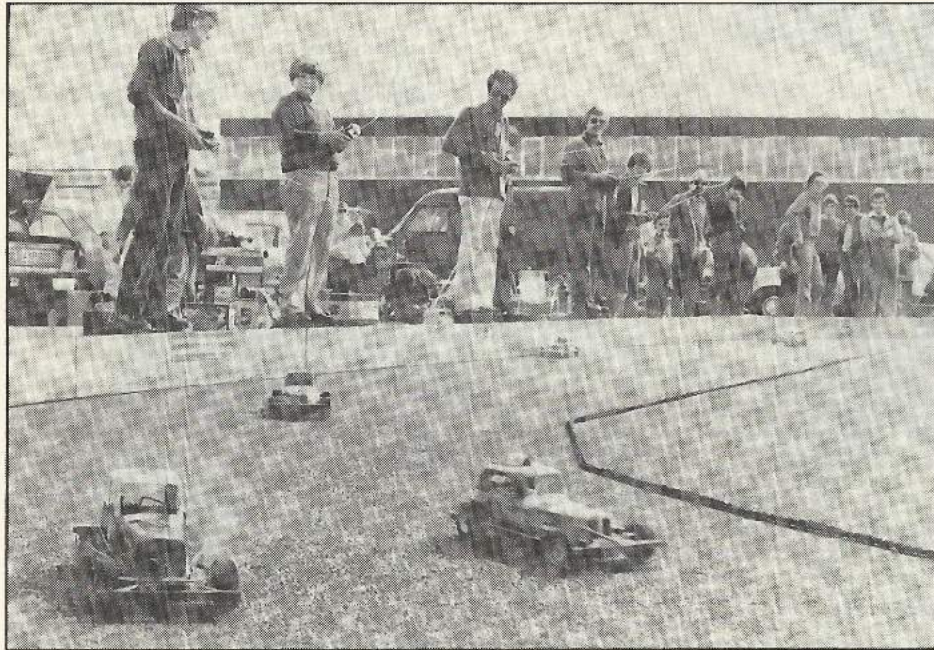
Results Forms

Just a reminder to club secs and P.R. men that blank race results sheets to make the task of sending in results and meeting reports will shortly be available free of charge from *Auto Modeller*. A few additional notes as well as mere results are welcome, whilst black and white photos are treasure indeed. All to give your club a bit of publicity and encouragement!

All Editorial Enquiries,
Publicity Material and
Review samples should be
addressed to:

Dickie Dickson,
Editor, RC Model Cars
P.O. Box 30,
Hemel Hempstead,
Herts, HP1 1NL.

Mardave's Wes Raynor sent me this typical car racing picture with five of the six cars racing within yards of each other. It's not so easy as some people may think. Venue: Bachelor Bowles (a local garage offering week end racing) at Leicester. One of three Leicester stock car circuits.



Club & Track Review

THIS IS A TIME OF YEAR when many clubs have their Annual General Meetings and elect their officers, renewing the tenure of some, bringing in new blood, or saying goodbye to committee members who feel they have done their stint. Please let us have details of any such changes so that we can try to keep our records as up-to-date as possible. Details of activities, new sections, such as 1/12 clubs taking on ic 1/8th racing, or off road meetings and above all black and white photographs. The test of whether we are interested is easy — would you be if it were someone else's club!

Cambridge Racing Electric Car Club (CMRECC)
Secretary: Ian Wilson
206 High Street
Newmarket
(Tel: Newmarket 68965)

Club PRO Mick Flack gives us news of this club which meets to talk and race electric cars on Thursday evenings at the Manor School, Arbury Road, Cambridge. Meeting place is the large dining hall 55 by 45ft with a lino tiled floor. Membership stands at 20 with a £4.50 annual sub, plus 30p evening race entry for members and 50p for visitors. New members welcome. Junior membership is actively promoted in the belief that early experience in a friendly club atmosphere is one way of

ensuring that the sport has a good future. Plans for second year, 1981, include running Tamiya F2 club races to encourage juniors and provide cheap competitive racing against each other, rather than leave them to battle against their seniors. (Whom they may very well beat, Mick! Ed.) A newsletter is in the offing plus social events for members and their families. Any visitor to Cambridge is cordially invited to drop in for an evening's racing.

Sussex Radio Auto Club
Secretary: D.J. Heighes
310 Portland Road
Hove, Sussex

A short report to keep up-to-date with happenings on the Sussex coast. The club is coming to the end of its first year, during which they have been able to equip themselves with most of their equipment including a P.A. Ilford Mk II, Lap Counter/Timer and a caravan which has been converted to house Race Control and serve Refreshments. Plans are in hand to move into electric cars, both GT sports and stock cars. They are also planning with other local stock car clubs to hold a Southern League Stock Car Racing group this year. New members very welcome — beginners or stars.

New once a month issue very much appreciated: only grips is cry for more pages. Thanks SRAC — and congratulations on your efforts.

Westham Electric Stock Car Club
Secretary: Bill Owen
16 Bridgemere Road
Eastbourne
East Sussex, BN22 8UB
(Tel: 0323 29028)

Bill Own who was sec. of the Sussex Electric Car Club until a few months ago due to ill-health is now fit and well and has got another electric car club going to race Mardave stock cars. He saw them running first at Pontin's Model Week and decided that here was a cheap formula so he bought one there and then raced it with some success. It was all put together in four hours in a holiday chalet with a pair of pliers, hacksaw, screwdriver and a borrowed soldering iron. Back home the local model shop (Roberts) was very interested and started to carry the Mardave stocker with useful results. The new club is now set up in a brand new village hall at Peelings Lane, Westham Nr Pevensey Castle. First meeting took place on November 16th won by Steve Terry who had only the day before won the Southern final at Worthing with his 1/8th stock car. Racing takes place 1st and 3rd Sunday morning in the month with no membership charge, just a splitting of hall hire. 'House' rules include no electronic speed controllers, no diffs., and mandatory reverse, otherwise to RSCA general rules. New members and visitors welcome.

Sussex Adders

South of England Grand Prix organised by the Sussex Adders was described as "one of the best indoor meetings I have ever been to" by a Birmingham visitor ... Entry totalled 108 from all over the country including 16 teams with most of the best known names in the list. Course was very twisty necessitating rapid changes of direction undoubtedly favouring cars with the greatest manoeuvrability. It featured a start/finish straight that ran almost the length of the huge Corn Exchange building — only the Bingley straight at Birmingham is perhaps longer.

Open Championship winner was Phil Greeno (Hares Group Trophy) Jane Adams took the Ladies Trophy. **Open Final** (1) Phil Greeno (2) Graham Davies (3) John Chamberlain (4) Nick Adams (5) Neil Walsham (6) Geoff Peters (7) D. Durrant (8) Russell Buckner (9) Alan Powell. **Handicap Final (20% +)** (1) Steve Brown (2) Paul Hobbs (3) Chris Sheldrake (4) Jane Adams (5) Alan Blakeman (6) Peter Donohue (7) Ken Henderson (8) Chris Chamberlain (9) Tim Henderson. **0% + Handicap Final** (1) Dave Tonge (2) John Glyn (3) Ian Kirby (4) Neil Copeland (5) Andy Hastings (6) MacPeake (7) Bob Brailey (8) Mark Cassel (9) Tony Churly (10) Mike Istead. **Best Junior** Dave Tonge. **Team Trophy** (1) Gemini (2) Ally Pally Demons (3) Ally Pally 'A' (4) Maidenhead (5) Tommy Harris Models (6) Ally Pally 'B' (7) Sussex Adders.

Southern Radio-Car Club
Secretary: Phil Burton
7 Harting Close
Goring-by-Sea
West Sussex

(Tel: Worthing 503776)

Note new secretary Phil Burton who reports that things are starting to look up in the area, as, until recently the only club in being, they are now joined by clubs in Brighton, Haywards Heath, Hastings, and with Bournemouth now starting a Stox section, look forward to some interesting meetings. (See earlier SRAC report this issue). Negotiations are taking place to acquire a permanent site in the Worthing area for the 1/8th Stock Car Section. Meanwhile the winter will be enlivened with an electric car section complete with bar to, as sec. says, "keep the fever pitch down!" This will another 'Mardave Formula' stox club with the object of keeping costs at rock bottom leaving skill in setting up driving ability the sole sources of winning. The club newsletter the aptly named 'The Stock Exchange' is regularly published and a source of information humour and tips.

Southampton R/C Model Car Club
Secretary: Dave Farndale
19 Oxford Street
Southampton
Note: New tel no. Days 0703 617849,
Evenings 0703 38229

Both ic and electric sections continue to prosper, reports PRO John White, with the club joining the new Electric Southern League and now finalising its proposed new permanent circuit located within a few minutes of the Ferry Port. This new track designed with the advice of Keith Pledsted

and Paul Pagdin is hoped to rival the best in Europe. It's all systems go as soon as final paperwork is signed with hopes of racing April/May 1981. Sunday afternoon meetings at Hedge End Village Hall, St Johns Road, Hedge End, Southampton continue to attract some 30 cars per meeting. This is another club expressing pleasure at a monthly appearance in Auto Modeller. Thank you! Like Jeeves we endeavour to give satisfaction.

Haverhill, Suffolk club wanted!

Stewart McAusland, 2 Malin Close, Haverhill, Suffolk CB9 0LY is seeking support for 1/8th ic., 1/12th electric stock cars and dragsters in Haverhill or area. This would be a brand new club, and if he can get enough people interested, say 15-20, to start a club then a committee can be formed and track sites looked into, with hopes of being in racing state early in the year.

NORTH OF THE BORDER

Secretary/Correspondent: Peter Walker
84 Forrest Walk
Uphall
West Lothian
(Tel: Broxburn 853703)

I am happy to announce that Peter Walker, address as above has agreed to be our Scottish Correspondent and will consolidate news from those parts (which does not of course prevent our Scottish friends getting in direct touch if they so desire, but will certainly save on things like telephone calls if they advise Peter).

Forth Valley Club which organised the first Scottish 1/12th Nats recently is now back to normal. Exciting event planned is a 3-a-side football match with cars using rubber bumpers as their Christmas Special!

Edinburgh club is going from strength to strength. A recent 2-hour team event was a great success. A recent innovation was a flyover — fun for spectators but hard on the cars. The club races at Portobello Town Hall on Tuesday evenings. Visitors welcome.

Devon Valley Club who ran the first Scottish GP earlier in the year continue at Alloa Town Hall. A good support comes from teenagers and even younger with the Graupner FWD still in evidence. Evidently it is an excellent starter car.

Further north at Aberdeen, where 1/8th ic racing has been their forte, entry is being made into the electric car field, with invitations to the central belt to help get things going.

Devon Valley will again hold the Scottish GP, probably in March and Forth Valley fully intend to run the Scottish Nats in the Autumn. Edinburgh will also be organising an Open Event.

In order to get an established electric organisation going it would be appreciated if all Scottish clubs could make contact with Peter so that some appraisal of possibilities can be made, and an adequate exchange of news, events etc., arranged. Items will come down to use for publication in this column.

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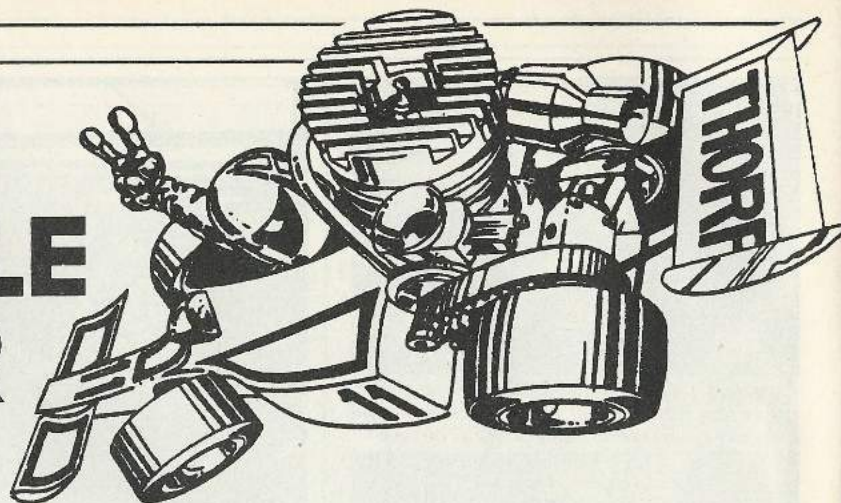
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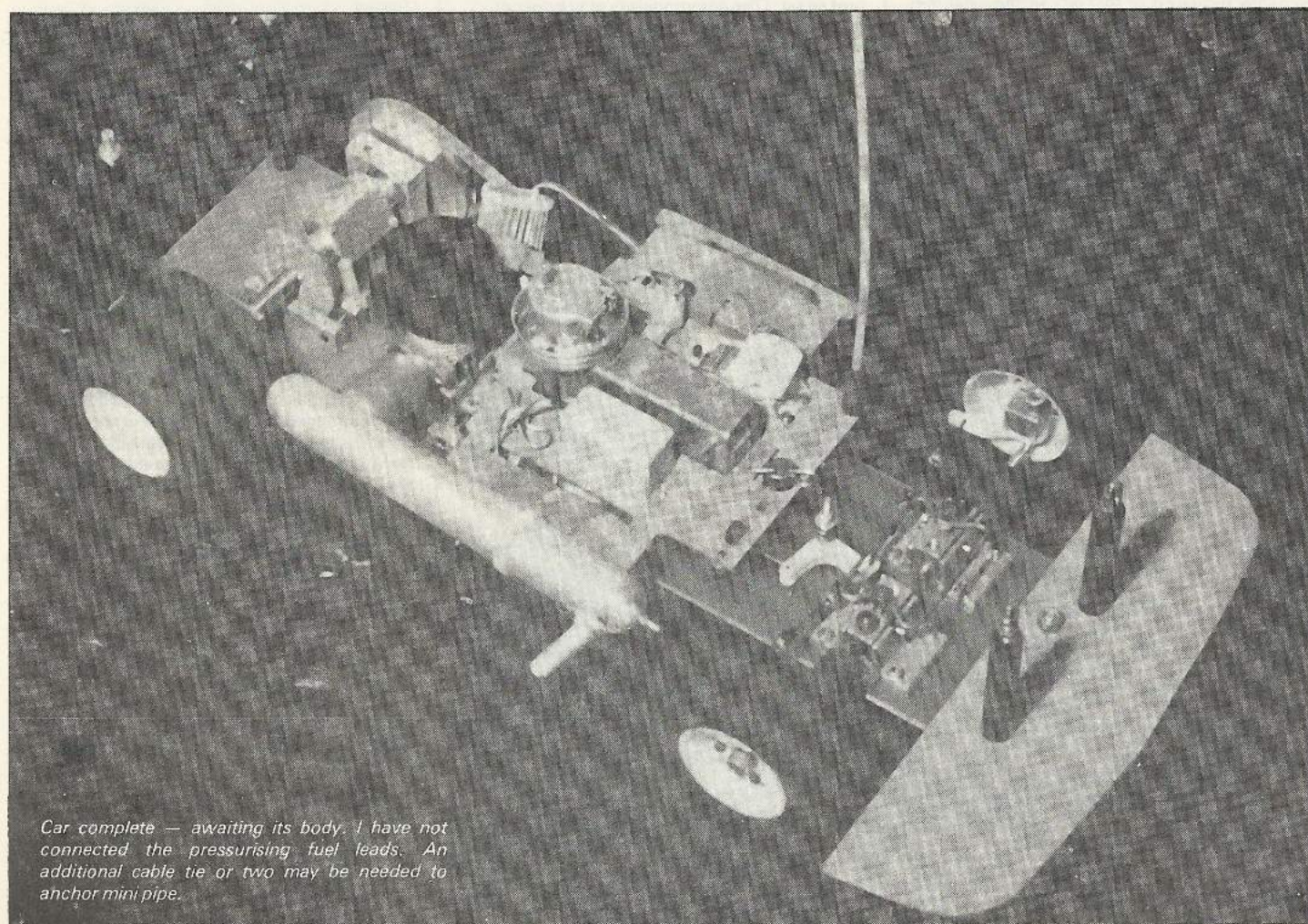
LAST ISSUE we had the basic chassis constructed and the exciting belt drive fitted. Wheels, sprung steering, servo saver, diff. and the general ground work completed. When we come to the fixing of radio plate, alas, either John Thorp or HM Customs in their inspection have failed to include any mounting posts or the roll bar, nor the accompanying grommets and set collars. Not important this really, since I had no intention of fitting a roll bar to a saloon body, and posts are no problem to fabricate from the oddments box.

Plate is ready cut out to take fuel tank and drilled for the two servos. Unlike

some, they are all exactly the right size and allow for the leads to go through the holes and are even drilled to take the selftapping fixing screws. Strangely, holes to take fuel tank fixing screws are not drilled. Hole for aerial mast holder was indicated, as was that for the so-called 'servo-saver' between servo and throttle — it is really functioning as a simple bellcrank. A PB aerial mast mount was fitted. Then came the question of the mounting posts. Length was dependent on sit of the fuel tank — here even an overflow hole had been drilled in the radio plate to take the overflow pipe.

In the usual way the two rear securing posts were to be held down hard via rubber

grommets and the front one left looser with a bit of movement. Instructions at this stage are explicit. Steering servo is mounted wheel down and to the front: throttle/brake servo mounts wheel up and to the front. Now we can open the packet with the labelled and ready bent up connecting arms to assemble the linkages. Steering linkage goes from longest arm on servo (fuel tank side) to middle hole on servo saver. All the other units allow a degree of latitude, certainly in respect of throttle servo since either a slide carb or a normal Perry type may be fitted. Since Thorp have a slide throttle amongst their 'goodies' I must suppose that this will be



Car complete — awaiting its body. I have not connected the pressurising fuel leads. An additional cable tie or two may be needed to anchor mini pipe.

Just like any other car with the body on! I think it looks very pretty — and to be able to say "I run a Mercedes, you know."

the preferred installation. With the disc brake well over to the left away from the drive side the on/off brake movement operates through an intermediate level, so that the exact size leads were very useful. Each comprise either a double length with two set collars to adjust, ends being hooked to go into servo wheel holes, or lengths hooked thus with right angle turns to take set collars. I am a great one for collars.

I had a nice long cigar type exhaust which I had not yet installed anywhere and this fitted exactly on the K & B manifold (from PB). How to fix it easily was a problem solved by Arturo Carbonnell who lashes his to the side of the radio plate on his Delta with no less than four cable ties. I have settled on one, as I am not quite sure how hot the exhaust is going to get and may wish to protect the plate against the heat with some insulating wrapping. Proximity to battery does not seem to worry Art.

Next thing was the bodyshell. The nice Mercedes 500 SLC from Parma was ready to be tried. Quite frankly it was not precisely right for the Thorp chassis, but a little adjustment of the wheel openings and all was well — at least until some Neubauer-like person checked it! Whilst still transparent the holes for the body posts were marked.

Here, by the way, it became clear that I had no rear body post bits $3\frac{3}{4}$ " long to fit at the back, so extension pieces were screwed into the tops of the longest ones I had. In the same way extenders were fitted in front. Thorp had made provision for two posts at the front so I went along with this. Front bumper supplied was not cut out so body was placed in position and drawn round, when the surplus was cut away with



a handsaw and trimmed up with a file. Hole for aerial mast was not made at this stage.

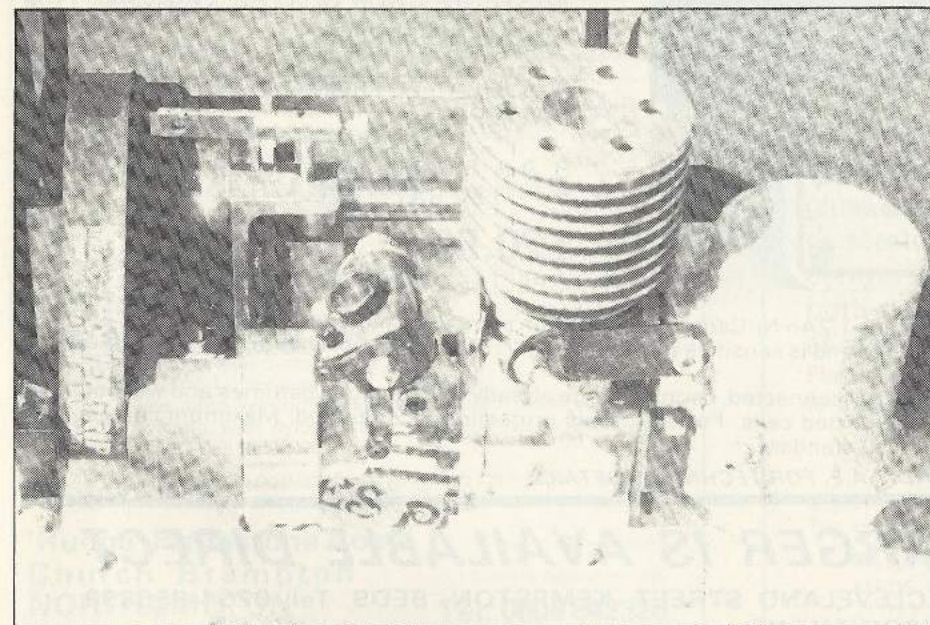
Front, rear and side windows, six in all were carefully cut out from Frisk the transparent adhesive sheet I have mentioned before — I wish it was coloured, perhaps I can get some like that! and stuck to the appropriate window. By leaving on the backing until the very last moment it is easy to fit in place. But it never seems to be quite exact however carefully you cut, perhaps it stretches, but you may have to doctor it a little by cutting away or adding bits. Don't hurry! This was my trimming lot: No fancy stripes on this one — just pure silver!

When spraying plastic model aircraft to get a silver finish very thin coats and a final clear spray coat seemed to produce the best result, so here the Lexan was

regarded as the clear finishing coat and several very thin silver coats given. The final coat left it still translucent and able to read print of newspaper on which the bodyshell rested. Then a final series of white coats, not quite so thin this time and the moment of truth! Peeling off the window protective covering of Frisk proved hundred per cent clear — not a drop had crept under them I am not sure whether to thank the thin coats or my newly acquired Badger airbrush. I will give thanks to the brush.

A few decals from my secret store to finish the job, plus a carefully cutout Thorp trade mark with the driver and his V-sign at the back. Numbers came from a Graupner decal strip — No. 11 again like Mr Thorp's little man. Hole for the aerial was by the way, done at this stage. Result — I think — very satisfactory, a silvery look without it being too obvious a lot of aluminium dust in suspension!

Kit comments? An exciting kit to make up — full of nostalgic thoughts as I made it: the first diff ever for models, possibly ditto sprung front end; first purpose built circuit by Thorp in USA — Pomona, scene of first World Championships ... But marred rather by shortages both of materials and 'how-to-do-its' just when they would have been most welcome. As to the former I did not know who to blame — lack of a parts list leaves the issue open. I hope some people will be encouraged to build a kit up over here — Ted Longshaw has them in stock.



Just for comparison. The Brem car from Switzerland with belt drive and diff. Completely different layout. Note strap retaining silencer "dustbin", conventional engine fixing, and disc brake adjoining belt. Billed as "most expensive kit in the world".

New from

Model & Control Specialists

The RCM&E Digital FM System in component form

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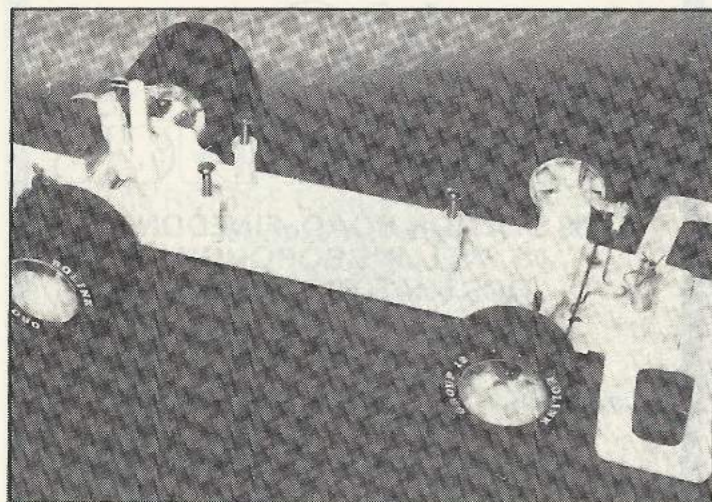
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GROUP 12 is the outcome of a consortium of four leading American manufacturers to provide a car which is competitive and standard so that there is no question of modifying it when racing in the specific Group-12 class. Parts are provided by Bo-Link, Parma, Jerobee and Associated. In our case Bob Rule of Bo-Link has sent me his kit of parts. It is NOT intended for the pro factory backed racer, or the man with lots of money and wants to win regardless of cost or the man with access to fancy machinery to make exotic parts to gain an edge on the competition. Which I take it includes most of us for the Group 12 class!

Basis of the car is the well tried and proven Jerobee moulded chassis, stout enough originally to carry an ic engine for the popular American 1/12th glow plug engined class from which all electric car racing may be said to derive. Bob Rule indeed was one of the founder members/instigators. This chassis includes moulded in plummer blocks for the rear axle and electric motor fixing, plus moulded in rear bodyshell support. Front axle kingpin bearings are also moulded in.

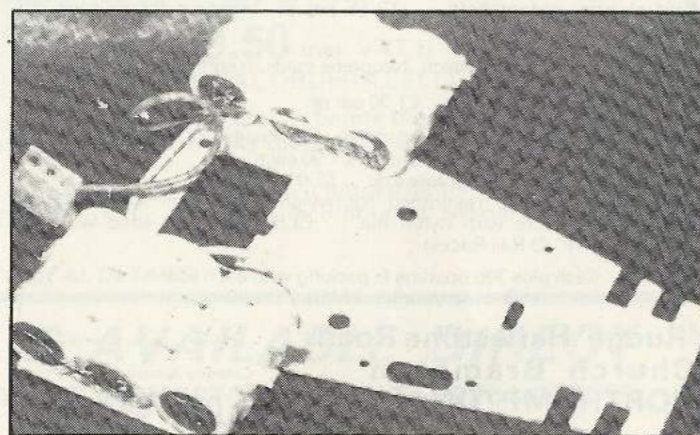
Initial work therefore, is only to attach the sprung kingpins which carry the stub axles and steering arms. Front wheels supplied with tyres ready trued and glued are slipped on and retained with circlips. Wheels of course are bushed so that there

is none of that bush wear which bedevilled some of the earlier electric cars. Rear wheels, again in t & g condition are fitted via rear hubs with two knurled allen socket screws — here the Associated interest appears. These are like those in the RC12E.

The plastic spur gear is screwed on to driving rear wheel making sure it is attached with the countersunk holes outward so that fixing screws bed down. It will still be a slightly loose fit when these are tightened but instructions make it clear this is intended to provide a better mesh with the small gear on motor. Motor shaft is splined so that this must be tapped on, supporting the other end of the shaft on something solid. Do not push it on too far, only enough to mate squarely with the plastic gear. Allen screw can then be tightened to lock it even more firmly in place.

The rear plummer blocks are bushed with oilite bearings and I ran a 1/4 in reamer

Radio plate with Ni-cad packs in place. No marks expected for neatness of soldering!



through to get a good easy running fit with the 1/4 in rear axle. In my case small alloy spacer tubes were provided to stand off the rear wheels. In some cases washers may be included for the same purpose. I remember in my original Jerobee using a short length of a BIC ballpoint pen for this purpose!

A Kydex front bumper plate is provided and this can be screwed in place. The plastic support posts can be fitted. I always pre-screw them with the posts in a machine vice and the screws lubricated with a little Vaseline (petroleum jelly) which is the best lubricant for plastics. This way they are not so difficult to screw in and risk of driver slipping is reduced (I learnt the hard way and have scars to show for it). There are three of these and they are fixed with the thicker ends upwards. Front body (metal) can be fitted at same time, and retaining clips slipped into the posts before they are mislaid.

Now comes the most interesting (difficult?) part of the job. Ni-cads provided have to be soldered up into two three cell packs joined by a connector across the radio plate. As the sketch shows they are connected head to tail, that is plus (+) to minus (-) with the jumpers provided. Ex-slot racers will recognise them as parts of car wipers which collect current from the track. As such they are the very best conductors available to minimise any possible power loss through resistive wire connections — not that this could amount to very much. I always use a fairly heavy iron for this sort of a job so that actual time of contact is minimal. Too light an iron as used, say, for wiring up a pc board makes the work harder and may not even avoid overheating cells.

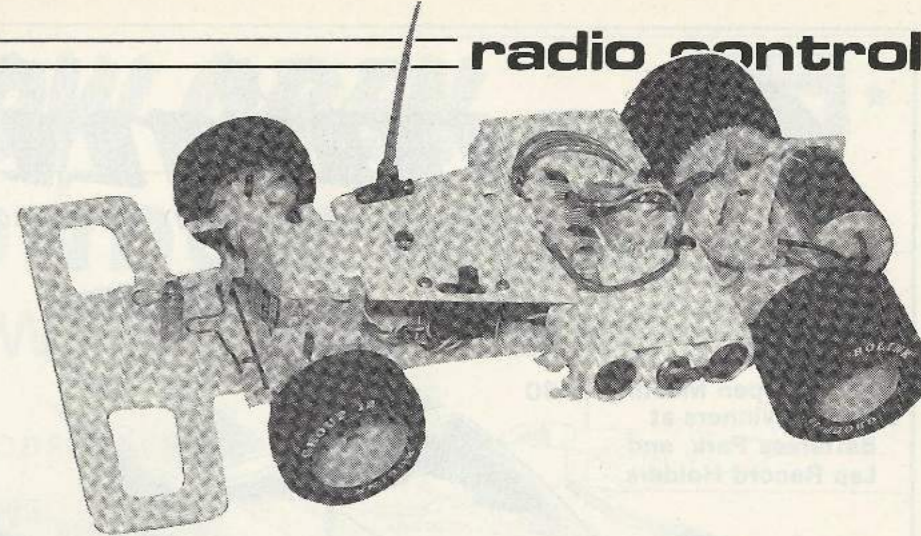
A nice touch here is the provision of suitable plugs and sockets to connect up with motor, speed controller and so on. They are foolproof once assembled correctly and can be plugged in wrong way round. Good advice is given that cells should be strapped on to radio plate in their proper order before soldering begins with the cable ties and double sided servo tape provided. This certainly eases the job.

Radio plate is already cut out with a hole for the servo which accomodates most medium sized servos. Other ready made holes take on/off receiver switch and there is even a hole for the aerial, socket and tube for which is also provided.

Fixing brackets for the ceramic resistor are included, again with holes drilled in plate to locate it. Wiper arm has button in place but will need to have connecting lead soldered on it and then wrapped round with thread or tape for extra security. It only remains then to secure servo in its place. If readymade hole only allows edges of servo fixing lips to rest on plate take small scraps of plastic and make two fixing bars that can be screwed in place more conveniently where there is material to take small selftappers.

Steering servo at the front is laid flat on its side and raised slightly on a scrap of plastic sheet or plywood so that the connecting rod provided can be fitted to its control disc without fouling the steering linkage. Since it is provided I must assume it is part of the standard Group-12 package and should be used.

You will notice slots each side of the radio plate. I also have two spare cable ties and imagine the servo could be strapped to the radio plate here instead of my method of packing it up to suit the need. This was what I did — and do — with my original Jerobee outfit on almost the same design of chassis, though I prefer to fit the ball-

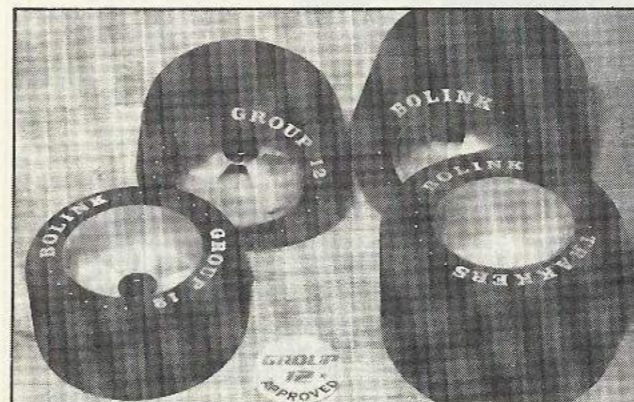


All put together and ready to go. Note that steering servo is attached to chassis supported on a thin wooden block, not strapped to plate.

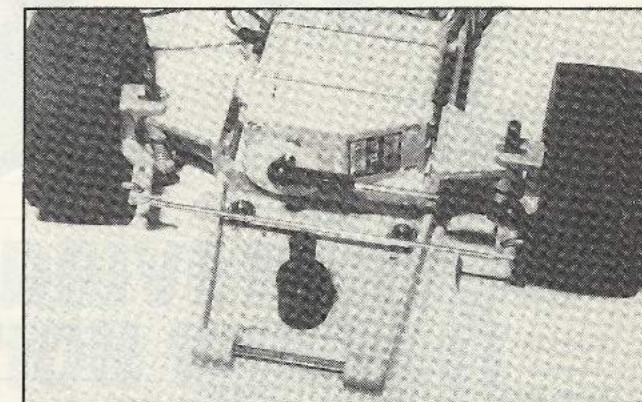
and-socket connection offered by Micro-Mold. I include a picture of this — if you are racing strict Group-12 rules you may prefer it.

The two large holes in radio plate are for the cable tie to hold receiver in place. There is room for my Futaba M receiver

and loads of room for the smaller Medallion, but you will have to lift up radio plate (unscrew three screws) to change frequency. The smaller Medallion would sit on top — though here you must open the receiver case to get at the crystal so there is not much in it.



There is no need to fear super standardisation. There are many alternative tyre set-ups clearly marked "Group 12 approved."



Jerobee chassis using Micro-Mold ball and socket type linkage to steering. Has worked well under very heavy conditions.

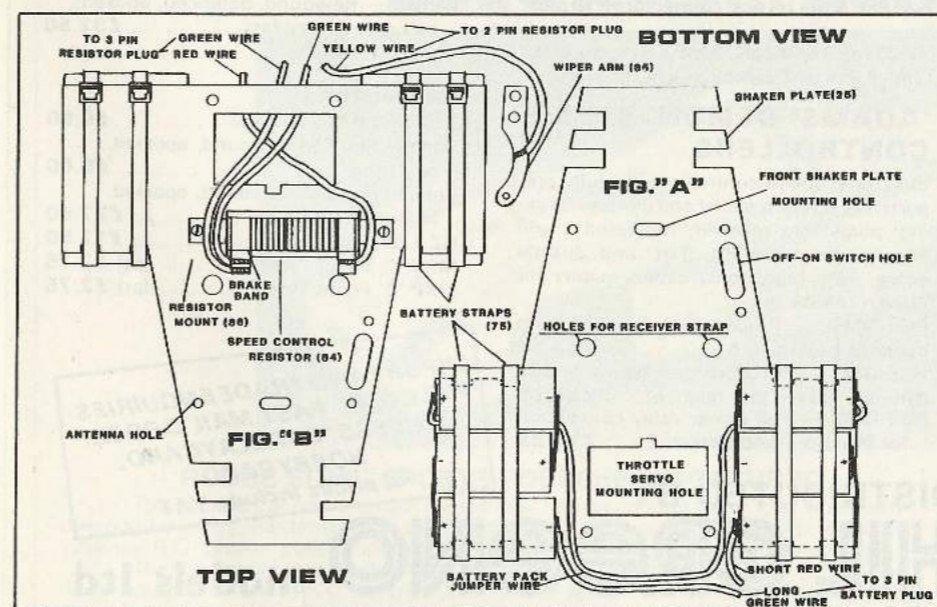


Diagram makes wiring up very simple. Foolproof connectors are supplied — just follow the colours. Even the on/off hole fits!

A nice little packet of odds and ends includes charging cord, sundry screws, aerial tube and other useful items. Tube is coiled but a few minutes before an electric fire softens it enough to straighten it out.

I cheated rather with the body, using an elegant Schkee that Jerobee's Don McKay had sent me some time ago; the one provided was an Elfin Can Am or you may have the ever popular Porsche. I would have liked to fit one of Bo-Link's Volkswagen Polo bodies (my own personal car) but it would have meant a lot of alterations including extending the body posts so have left till later. Front body post by the way is metal and retaining clip goes into a slot therein. I prefer it to go through the post and have cross-drilled a hole in the slot for greater security.

Altogether I am enchanted with the thought and thoroughness that has gone into Group-12 and would not hesitate to recommend it to any beginner who has not yet got ideas of fame and glory and will be content with trouble free fun and racing at club level. I expect my young 'destruction squad' will do their best to prove that they can break anything over the holiday.

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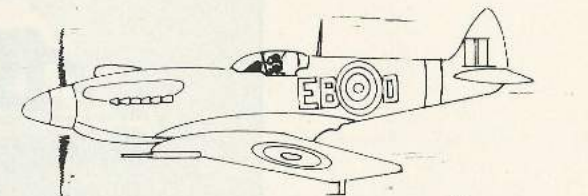
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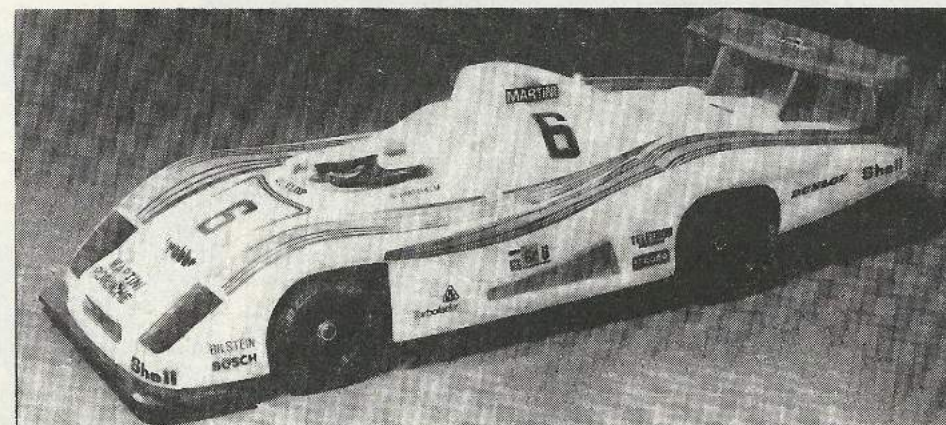
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EUROPEAN STOCK CAR CHAMPS 1980



MONTH BY MONTH I get copies of the Dutch STOCK CAR BULLETIN produced by Frits Aalders, secretary/editor for Stockcar Racing Holland. This is a well produced little magazine with, in the current issue, 42-pages well filled pages with masses of pictures. Holland is undoubtedly the leading European country in the r/c model stock car field and has now formed the European Model Stockcar Association (EMSA) to which at the moment Stockcar Racing Holland, Stockcar Racing Belgium, Stockcar Racing Italy and Stockcar Racing England have affiliated. Frits holds out a hand of friendship to the Radio Stock Car Association in England to affiliate with Stockcar Racing England and enjoy a true European position forgetting old disputes. I too hope this can be done for 1981.

The Dutch 'De Blokdrivers' club was the scene of the recent EMSA European Championship on their fine circuit at Ootmarsum on 28th September. A total entry of 63 included nine British drivers, two Italian and three Belgian drivers.

The cream of Dutch experts were in good form including last year's champion Alders (son of Frits) and Dutch National Champion Jarig V.D. Meulen.

In an early heat Paul Dudley (GB) put up a nice 36 lap run, but the local drivers were hard on his tail with 36s and Johan V.D. Bogaart shot away to a 39 lapper!

Not to be outdone V.D. Meulen, local track record holder made it a round 40 laps. Italian driver Piero Benigni achieved a smart 38, and then V.D. Bogaart got a 40 lap race to match is rival. Meanwhile Brian Williams (GB) had come in with a 39. This meant that the three leading times J.V.D. Bogaart 40, J.V.D. Meulen 40 and B. Williams 39 went straight into the final with three places to be filled. The 24 next

◀ Euro winners on the podium: Centre No. 1 Johan v.d. Bogaart, Holland. No. 2 on the left Paul Dudley of Stockcar Racing England and on right Brian Williams also GB and Stockcar Racing England.



◀ Typical 'incident' at Ootmarsum. Who did it? Probably the smug looking car on the left or just high spirits?

fastest fought out these places in 1/8, 1/4 and 1/2 Finals.

Visiting GB drivers nearly all did well with S. Wearing fourth best laps with 38, joined by Benigni (I) and local man Bekking, who has won in international events in the past. Paul Dudley was 8th best but later to sail through into the final and C. Emms (GB) also had 36 laps to his credit. K. Brooks (GB) 33; D. Bird (GB) 34; B. Dixon (GB) 31; Andy Briggs (GB) 31; G. Simpson (GB) 24, which takes care of the British entry.

Line up for the final was completed by B. Velhuis (NL); H. Schellings (NL) and Paul Dudley (GB). Unsuccessful semi-finalists were R. Bekking (NL); P. Benigni (I) and S. Wearing (GB).

The final set off from the flag of SRH Chairman Frank Spelbos. Almost at once

Jarig V.D. Meulen and Henk Schellings cars collided to the disadvantage of Henk. The race then devolved into a duel between Velhuis, Dudley and Williams for second place behind V.D. Bogaart who never looked to be headed, and who proved to be very much the dark horse of the meeting.

Finals placings were 1. Johan V.D. Bogaart; 2. Paul Dudley (GB); 3. Brian Williams (GB); 4. Jarig V.D. Meulen; 5. Velhuis; 6. H. Schellings.

Other awards were special prizes for visiting countries Belgium: L.V. Put; Italy: Piero Benigni; England: Paul Dudley. 'Bad Luck' prize - H. Schellings. Host club the De Blokdrivers entertained competitors to a dinner at the nearby Hotel Zmerlust when the new European Champion was duly acclaimed and awards made from the victors' rostrum.

What Frits Aalders would really like to see in 1981 is a series of national club championships to produce champions who would carry their national flag colours on their car roofs. Then the European Champion would be awarded the right to sport a silver coloured roof and the world Champion a gold roof.

Following this event a further meeting was held at the Stockcar England's track, again with lively international support, when the winner proved to be Bob Clayfield (who as reported last issue was the RSCA winner early in the year) Ernst Aalders was 2nd and Brian Sylvester (GB) 3rd. So, it seems some of our British drivers are already supporting the wider acceptance of a European League. Certainly the Europeans accept Bob Clayfield as the 'real' World Champion!



◀ Another Championship this time a 'World' event run by Stockcar Racing England. Centre: winner Bob Clayfield, GB (who also won the RSCA event); left: Ernst Aalders of Rosmalen Club Holland, ex-Dutch champion, 3rd on right: Brian Sylvester, GB.

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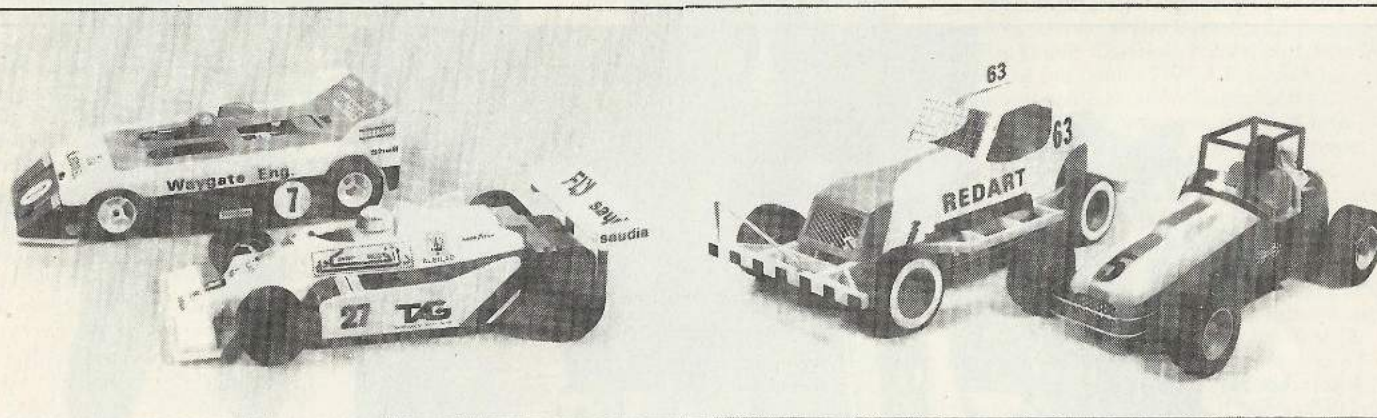
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1/12 SCALE ELECTRICS: These cars are easier to construct and operate than the larger 1/8 scale glow motor powered cars and they are also quieter and cleaner which makes them ideal for indoor racing although many races are also held outdoors. Running costs are very low as all our kits include nickel cadmium batteries which are re-chargeable from a 12 volt supply in 20 minutes.



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Stock Car £36.50

Midget Racer £36.50

Two years of competition experience and success have gone into making these kits the best value currently available to the novice or serious competitor. Features include superflex epoxy glass chassis, ball raced rear axle, alternative motor position in front or behind the rear axle, new steering servo saver, new 5-speed controller, alternative gear ratios available, etc, and the competition kits include a 6 cell re-chargeable nickel cadmium battery pack, charging leads and Mabuchi RS 54 motor.

These two models are both ideal for racing on small oval circuits, indoors or out. The stock car is based on a rugged one piece nylon chassis with a lowered dural undershield whilst the midget chassis is of flexible glass fibre. Both kits include a 4 cell battery pack, charging leads, speed controller, RS 54 motor and all major items required except radio

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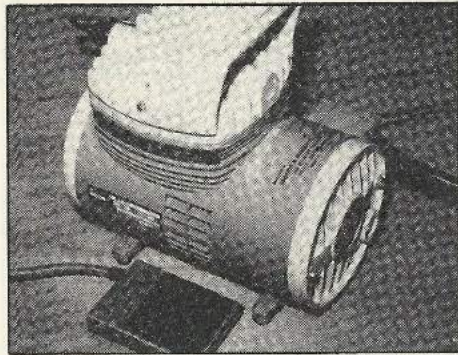
RADIO CONTROL SPECIALISTS

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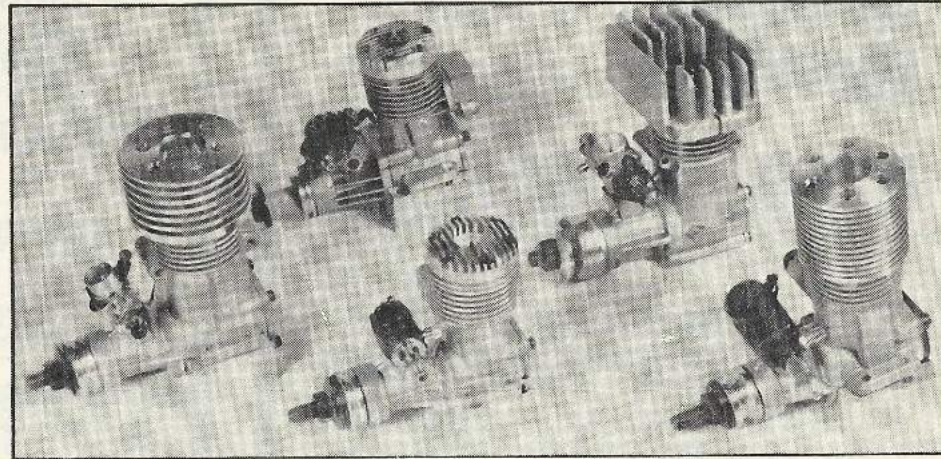
HUGE STOCKS OF TAMIYA
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All kits can be purchased ready built, call in and stroll around our 1000 sq. ft. of floor area and inspect what we believe to be the largest stock of new and used R/C models and equipment in this country.

Expert Help and Advice Always Available.



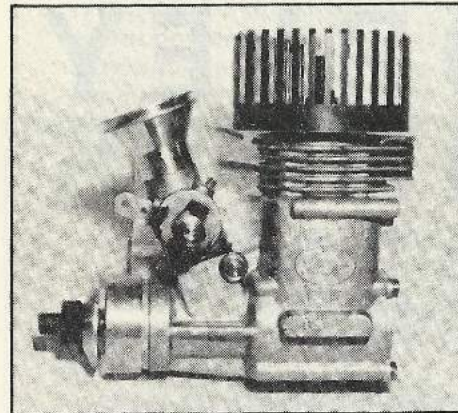
My Badger Model 180-1E Compressor.



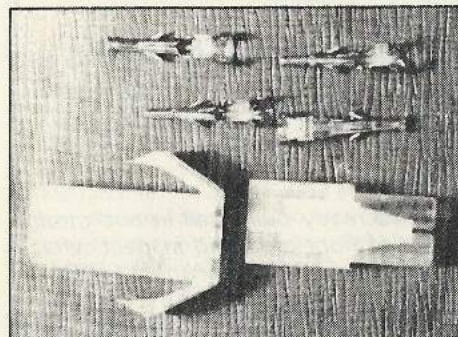
Some of the choice before us! In the front, left to right, OS Max 21FSR ABC, Veco 21, Irvine 20. At the back K & B 21 and Super Tigre X21 SE.



The Badger Airbrush that goes with it so well plus some spare jars and a top for aerosol if needed.



The Super Tigre X21 rear exhaust version.



Parma 2-pin plug & socket connector.

Shopping Around

THE CHANGE from every other month to monthly has meant that I seem to be always popping out for fresh aerosols to keep up with production, so, by way of a belated Christmas gift, I have treated myself to 'the works' namely a small compressor from Morris & Ingram of Poole — their Badger Model 180-1E and, of course, a Badger airbrush 200-EX. This was the combination suggested by their people at the Midlands Engineering Exhibition in Birmingham which was another grand success in the bigger space offered by the Bingley Hall. (Still a bit of room left and, now that they are enlarging their range of interests, it could surely offer room for a demonstration circuit). Meanwhile, I am learning new techniques with a controllable air brush, though don't expect a glorious panorama on the next car bonnet please — not just yet anyway! I am having fun with my new equipment.

Preparing Ted Longshaw's annual catalogue I have been amazed at the little sundries that are now available for the 1/12th scale builder. American suppliers have really gone to town with two and three pin connectors (goodbye choc-bar joins!) from both Parma and Associated plus really neat little blocking diodes for use in running the Rx from the motor Ni-cads. I have never been able to get such dainties in the ordinary electronic supplies shop. Then with the growing length of heats a growing spate of quick chargers, both UK products and from overseas. I also rather fancy the Modeltronics Cyclor which cures Ni-cads of 'memory' effects by discharging them to a safe level and then hands over automatically to the charger to do its stuff.

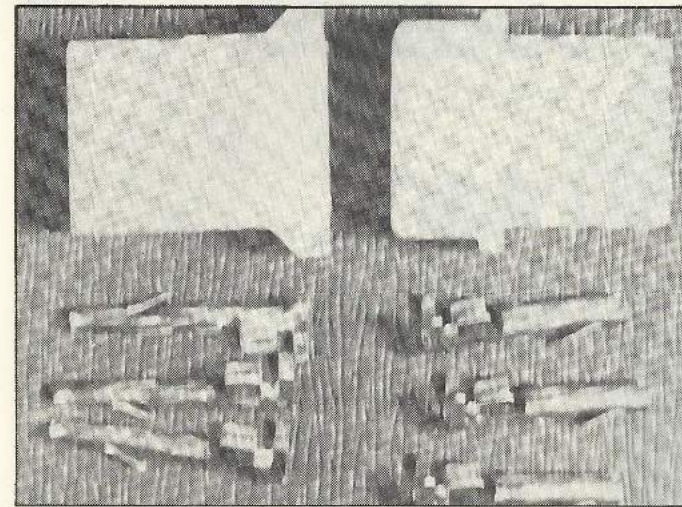
Slotcars and ex-slotracers will need no introduction to Mick Goddard of MG Model Products who is now in business to provide better and better motors for those moving

out of standard racing class to the more rarified atmosphere and deadly competition of modified racing. Mick will balance, true comms., pot and open/close cans. He emphasises that open cans are open cans and will be apparent — so no secret service work here. Ballracing can also be done though this takes longer as a 'run' has to build up or price would be over high. However, if you need it good and fast you can have it good and fast as stock motors including Reedy at prices ranging from £4.50 to £30. A trade service also exists, and readers might be surprised (or would they be?) to learn how many 'names' have enjoyed an MG touch.

Going up in size to 1/8th, what is your motor choice these days? There seems to be a battle between OPS which gives the power and OS Max 21 FSR which has the reputation of a fuel miser as well as a good power output in spite of somewhat carb. diameter. Standing on the touch line are the proven favourites Super Tigre X21 rear exhaust and the K & B21. All of these seem within a pound or two of each other in cost at £50 plus or minus, with the Super Tigre ahead on price but including manifold and silencer in its rear exhaust form.

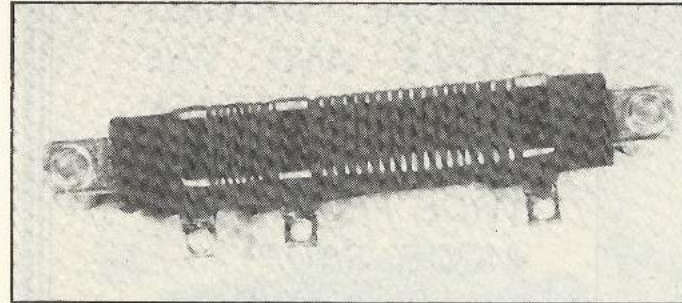
Way above them we apparently have the new Picco, though here the price includes the slide carb., so bringing it like for like in line with the others.

Less ambitious drivers can step down £10 and have a choice of HB21 PDP or the Irvine 20 RC, or lower down to the 'granddaddy' of them all Veco 19 RC at £30 or its bigger — just bigger brother Veco 21 RC at a few pounds more. There are others such as the HGK the Enya and the Fuji but they do not seem to have attracted the fast car merchants' interest except amongst the stock car fraternity with its limitation on engine cost.

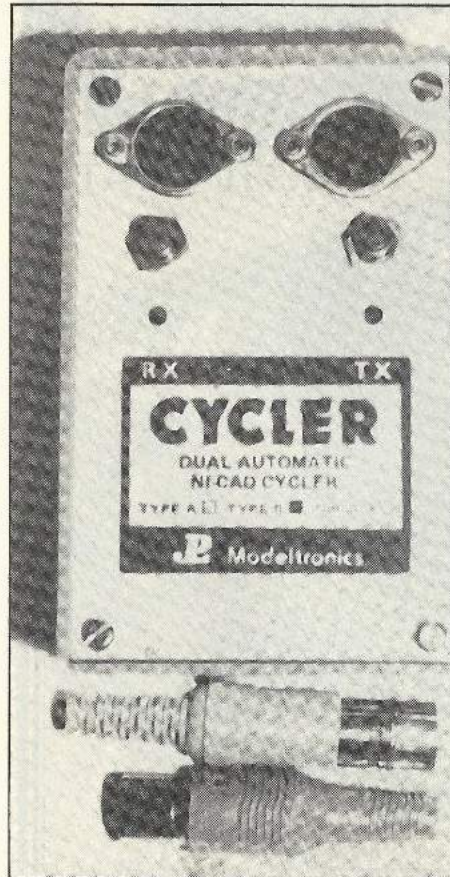


Associated's 3-pin version ▲

Latest Bo-Link resistor with additional brake connection. ▼

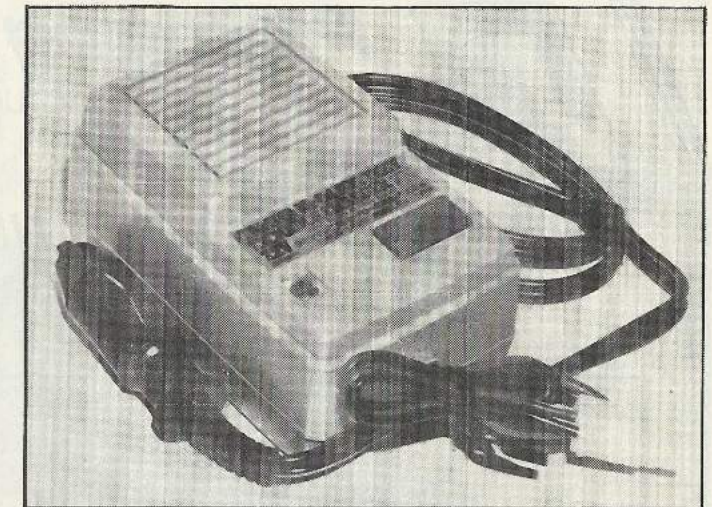
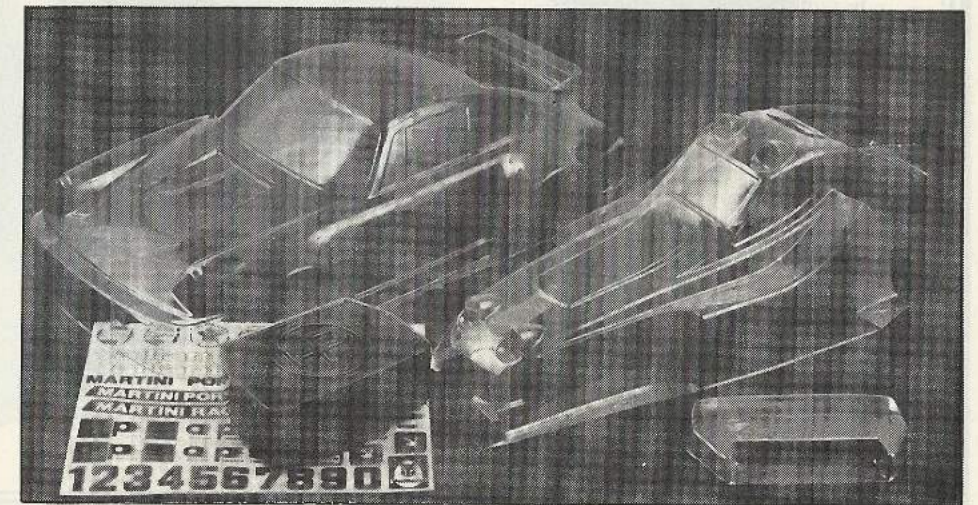


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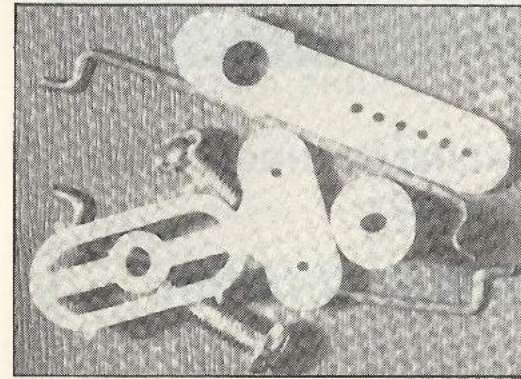


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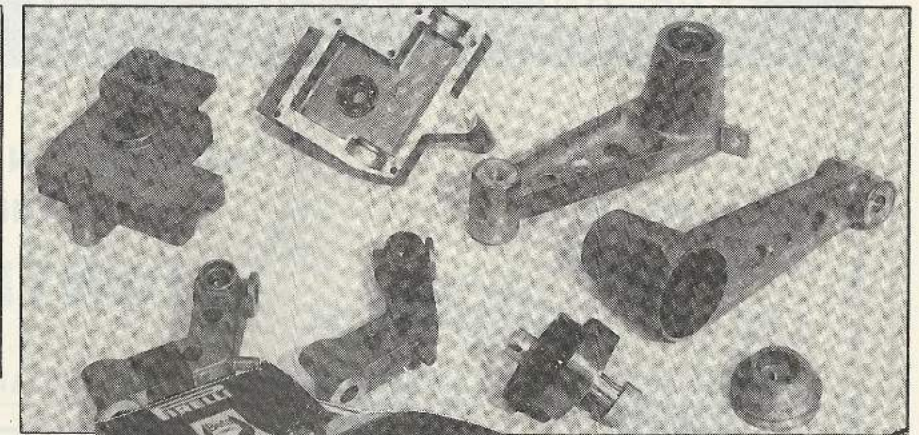
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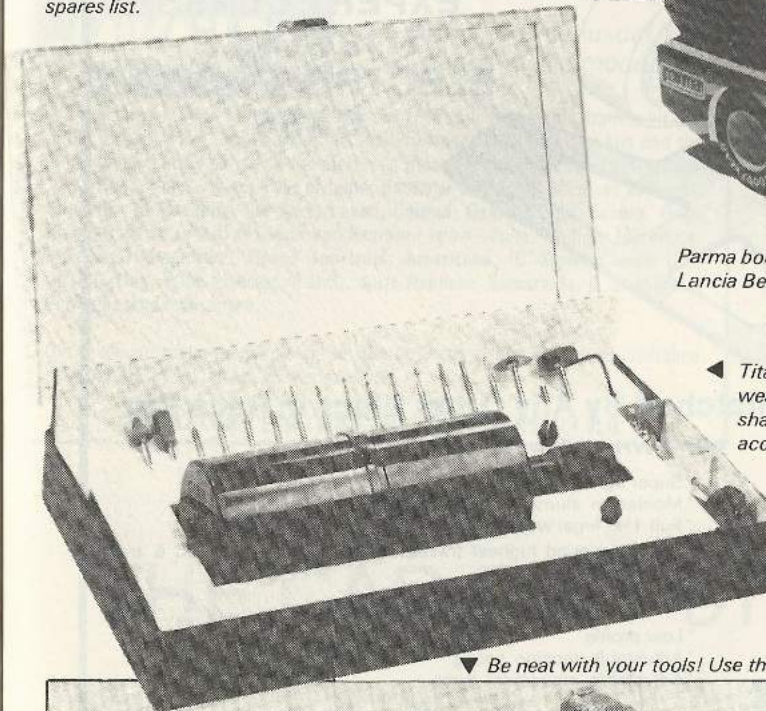
THE LOW COST COMPETITIVE 1/8 SCALE CAR WHICH CAN BE UPGRADED TO OUR TOP OF THE RANGE CAR, WITH THE MINIMUM EFFORT AND EXPENSE.



Latest Associated servo-saver with steering linkages now available in the spares list.



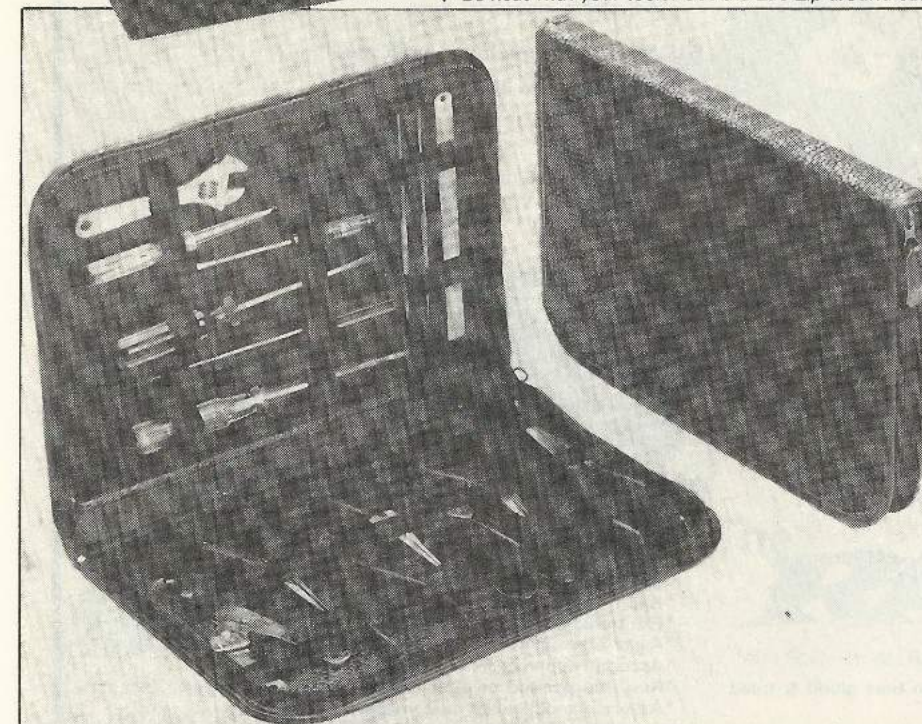
You can get very nearly everything in spares for those Hobby People's cars.



Parma bodyshell for Lancia Beta.

Titan Mini-srill with a wealth of 2.25mm dia. shanked drills and other accessories.

Be neat with your tools! Use the Zac-Zip around case.



I wonder how the 1/8th scale ic buggies are going to go this season. So far we have the Baja cars from Hobby People distributed by Ripmax on the market but not yet sufficiently on the track to form an opinion, but backed up with a useful spares service. It is rumoured that the Sandmaster will be here by now in a much improved Mk 2 form. The original MicroRacing buggy is another possibility but may by now have been overtaken in performance by the more recent arrivals.

Bodies! Bodies! Bodies! It is fantastic the current range including even such cars as the now being built Irish De Lorean which is beating its prototype to the market, Le Mans Rondeau, Dodge and Chevy outlines and the Lancia Beta.

Details of another miniature drill has come my way, this one is called the Titan. It comes with a 3mm chuck and — this is the great attraction — collets, twist drills and assorted small tools. It will run off 12V DC supply (car battery etc.) or from mains using an additional transformer which has variable speed control and thyristor circuitry to provide stall-free performance at low speeds. Ideal for printed circuit board work and for those keen people building their own radio equipment. West Hyde Developments of Unit 8, Park Street Industrial Estate, Aylesbury, can provide further information and price list.

Another useful item comes from H Fine of 94 Manor Park Road, Wembley in the shape of a small zipped tool case with a number of tough elasticated straps to hold tools in place. The one shown is suited to the r/c car modeller but they have a whole range of sizes and designs. I can never find the right tool instantly — a case like this might even conquer congenital untidiness.

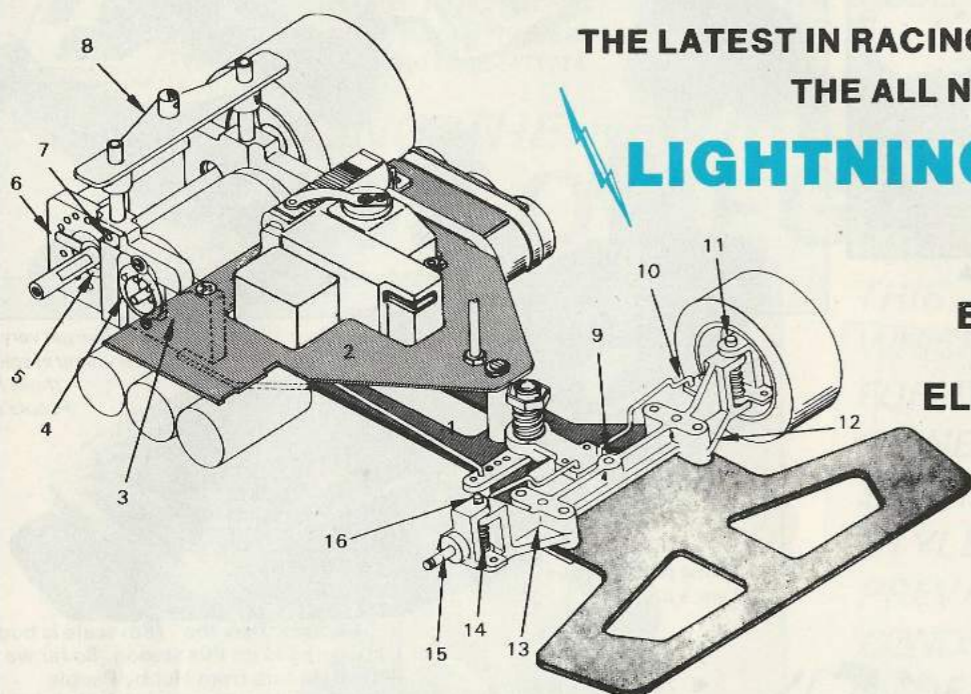
For a number of these pics I am indebted to a sneak preview of Ted Longshaw's 1981 catalogue now ready and still 75p — look for the green cover.

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